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The introduction reviews the history of biblical interpretation. Dr. Wallis believes that the development of the religion really began in the contact of scattered Israelitish clans coming into contact with the settled Amorite city dwellers. This race contact worked out a new form of political organization, which is the keynote to the whole development, and which finds its biblical expression in the contest between Yahveh and the Baalim.

The volume is divided into five parts: I. The Preliminary View of the Bible Problem; II. Elements of the Bible Problem—a sketch of the Semitic peoples and the kinship, industrial and early religious institutions of the Israelites; III. Development of Bible Religion—the history down to time of Jesus; IV. The Spread of the Bible Religion—the work of Jesus, missionary activity, the formation of the Catholic Church; V. The Bible and Religion in the Modern World—the rise of Protestantism, separation of church and state, Bible study.

Though the Jewish Church arose because of social problems it forgot its origin and gave way to a new form in Christianity. In large measure the Catholic Church discarded the social problems because of control by the wealthy. "The head and center of the Reformation was in the rising merchant and manufacturing classes," but it too has rejected in large measure the social problem. Yet there is evident a widespread interest in the questions of the day.

It is to be hoped that this volume will receive the attention it deserves at the hands of ministers and Bible students. It is a suggestive and valuable work.

CARL KELSEY.

University of Pennsylvania.

WALSH, ROBERT. *Industrial Economy*. Pp. xiv, 257. Price, 6s. London: P. S. King & Son, 1912.

This book is, in the main, an inquiry into the "comparative benefits" conferred on the community by free trade and by protection. The author maintains that the British free trade system, while claiming to be free, is essentially protective and extremely partisan in that it protects the consumers but exposes the producers to unfair competition. He objects that duties are levied on coffee and tea, whereas food and clothing, which come into competition with British products, are admitted free of duty. He holds that the importation from abroad of an article which could be produced at home inflicts an injury on British citizens, who, but for the importation of this commodity, would have themselves engaged in its production. For example, all the wheat purchased from abroad could, it is claimed, be grown within the United Kingdom by the imposition of an import duty. The consequent rise in the price of wheat would lend encouragement to this industry. The resulting extension of this industry would permit increased taxes and wages, and would provide healthy occupation for the industrial population. The consumer would, in his opinion, be compensated for the rise in the price of wheat by the abatement of some other tax, and by the enhanced earnings which would result (as he attempts to show by an elaborate set of tables) from the establishment of the new industry. A further effect of the import duty would be a rise in British agricultural rents. This, however, would not be unwellcome to our author, since he holds that the present system penalizes the owners

and cultivators of land in order that the consumers may secure their products more cheaply.

The practice of "buying in the cheapest market" is characterized as a form of absenteeism in industry which injures the industrial population, in that it deprives them of a larger sum in wages than the amount they save by purchasing cheaply. The objection that protection may simply result in a diversion of labor from a more profitable industry to one less profitable is met by an assertion that there will be more work to do than before the new industries were commenced, and that there must, therefore, be an increased demand for labor and larger sums to be distributed in wages.

The author, who is urging a return to the old system of protective duties on grain (though he makes no reference to the bitter Corn Law agitation) and on all articles which could be produced in the United Kingdom, concludes by complaining that the state at present is not managed in the interest of its citizens, but rather to conform to the opinions of "theoretical doctrinaires in economic science."

ELIOT JONES.

Harvard University.

WORSFOLD, W. B. *The Union of South Africa.* Pp. ix, 530. Price, \$3.00. Boston: Little, Brown & Co., 1913.

Among the many excellent works dealing with the British colonies, this description of the latest union within the empire stands in the first rank. Mr. Worsfold first discusses the physical characteristics of the country, now being overcome to an extent which surprises even those who have seen its many sudden transformations. Nowhere have modern engineering and medicine performed more remarkable feats than here.

Three chapters on the historical connection between South Africa and Europe introduce the discussion of the present form of government. This portion of the work is written with clearness and contains a number of instructive and valuable comparisons with political institutions of other countries. The effort to secure the advantages and avoid the defects developed elsewhere is well discussed.

Next are treated Rhodesia and the native territories. The account of the work of the British South Africa Company especially during recent years in the building of railroads, now extending over one hundred miles into the Congo Free State, in maintaining order, encouraging agriculture and in the financing of their work, shows what exceptional success has attended the use of private initiative as a means for forwarding governmental policies.

For most of his readers doubtless the latter half of the author's book is the more interesting. The industrial development and the social and political conditions bear so strong a contrast to development elsewhere that they make South Africa a colony without a parallel. Curiously though the object of original settlement four centuries ago was to provide a victualing station, South Africa to-day does not raise sufficient foodstuffs to supply her own wants. South Africa, especially the Transvaal, to which the majority of European immigration is now